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The following is information on the state of the Ruegenhafen project which was achieved under control of Construction Headquarters I during the period from 20 April to 11 May 1953:

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Outer basin
west

The jetty at the outer basin west was filled except for about 55 meters of fascine leading which were being filled in two shifts.

Outer basin
east

Pile driving operations at the jetties began in mid-April 1953. A total of 212 piles were driven by early May. Timbering work and fascine-laying operations were performed simultaneously.

Work done inside
outer harbor west

The pile drivers which had to be erected on the pontoons had arrived and, after four barges had been coupled in pairs were placed on the barges in May.

Construction of
the transshipment
harbor

Excavation work for the quay walls at the transshipment basin was performed by unloading teams who had to be kept busy. No target date was set for this job. A pedestal for grab equipment was widened. A caterpillar dragline of 16 cubic meter capacity was set up there. The construction of a cement shed was rushed. Excavation, masonry and concrete work for the shed continued.

Unloading opera-
tions at the trans-
shipment basin

Continues unloading resulted in a total of 430 standard meters of driving piles, 1,130 tons of gravel, 1,000 tons of broken stone and 109,000 tons of lime sandstone during the last ten days of April 1953.

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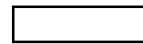
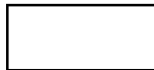
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- Earth work in the EBL II/III area continued on the channel. The scheduled daily output of 300,000 cubic meters of excavated material was not attained because of the cutoff of the two stepping dredges which could not be repaired on the spot. The actual daily output was about 120,000 cubic meters. On 11 May 1953, two engineers and two mechanics of the manufacturing firm in Magdeburg were on their way to Glowe. In early May, forty Hungarian-made dumpers operating in the EBL II/III area had an average of 50 percent failures. Some of the dumpers were operated by convicts in the area who were specially guarded by People's Police from watchtowers. No particular changes were reported from EBL IV. Excavating and dredging operations in the Jasmunder Bodden continued. The convict and people's police camps were completed according to plan. Dwelling camp C near Eobbin containing 21 low wooden buildings was ready. Dwelling camps A, B and D were not yet fitted out.
- Following general economies in East Germany, Faunzion Nord discharged about 800 civilian workers who were scheduled to be employed at the Rostock and Fuerstenberg Faunzions. Other dismissals of civilian workers from Rostock Island were expected. State Secretary Meyer stated that all civilian workers, except specialists, were scheduled to be discharged and replaced by convicts. In early May 1953, a total of 2,600 civilian workers and 2,500 convicts were employed on the Rostock project. Another 3,000 convicts were to be transferred there, to be employed on the Rostock project, and other kind of work including minor administrative work. Following is a work list of the convicts as of early May 1953:

Construction Headquarters	Number of Convicts
EBL I	total number of 440, organized into 11 brigades each of 40 convicts
EBL II/III	1,020
EBL IV	300
EBL VI	150

- The evacuation of civilian inhabitants from the village of Glowe continued and was nearing completion. While the evacuation of the villages of Rostock and Jasmund was not over until 11 May 1953, the quarters under contract for Faunzion Nord in Rostock and Jasmund were to be evacuated by 11 May 1953.
- In late April 1953, the formation of a technical committee consisting of eight building experts, was made known. These building experts had been selected from various Faunzions in East Germany and were subordinated to Tittelwitz (fnu) at the Faunzion in Brandenburg. The committee was scheduled to be quartered in Glowe to take charge of technical aspects of the Rostock project. Committee members had not arrived in Glowe by 11 May 1953.
- On 6 May 1953, Deputy Minister-president Heinrich Rau and State Secretary Meyer accompanied by a government committee were in Glowe to discuss the

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critical situation of the Ruegenhafen Project. They stated that organizational mistakes had been made by Bauunion Nord and blamed chief manager Spiess whose removal was considered.

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- 25X1A 1. [] Comment. Detailed information on the outer basin project which was to be achieved by EFL I, was previously submitted. []
- 25X1A 2. [] Comment. Previous information by same source indicated plans to remove and ship to Ruegen island some rails of narrow-gauge railroads in East Germany to overcome the shortage of rails and switches. First track rails had been obtained from closed down lignite mines in Saxony.
- 25X1A 3. [] Comment. Construction Headquarters III was dissolved and, since 26 March 1953, was pooled with EFL II. [] EFL II had been ordered to build the canal between the outer basin and the middle of the building stretch planned. 25X1A
- 25X1A 4. [] Comment. The two stepping dredges, each with a bucket capacity of 3.4 cubic meters were built after Soviet plans in East Germany.
- 25X1A 5. [] Comment. EFL IV ordered to build the canal continuing the EFL II stretch to the Jasmunder Bodden, while EFL VI had to build all installations, such as low wooden buildings, kitchen equipment and other outfit required for the operations connected with the Ruegenhafen project.
- 25X1A 6. [] Comment. Information on increased employment of convicts was submitted previously. See [] 25X1A
- 25X1A 7. [] Comment. Mittelwitz was known as head of the production section of underground construction at Bauunion in Brandenburg.
- 25X1A 8. [] Comment. An unconfirmed information indicated that Spiess was replaced by Saltmann (frau) as head manager at Bauunion Nord. Saltmann was previously known as head of Bauunion-Sued in Dresden.